

FROM BAY OF ISLANDS.

Capt. Joseph V. Cusick Arrived Home Thursday Afternoon.

Ten American Vessels There When He Left.

Capt. Joseph V. Cusick, who has been at Bay of Islands, N. F., this winter, looking after the loading of Gardner & Parsons' fleet of herring vessels, arrived home yesterday afternoon. He left there last Monday afternoon and came home by rail and steamer.

When Capt. Cusick left there was no frost and herring were scarce. The price was way up and the fishermen were going home daily. Schs. Aloha, Grayling and Corsair each needed about 100 barrels to complete their cargoes and have probably got these and started home by this time.

Beside these three craft the other American vessels there when Capt. Cusick left, were schs. A. E. Whyland, Lizzie M. Stanwood, Sarah E. Lee, Emma E. Withersell, Lawrence A. Munroe, Senator Gardner and Lottie G. Merchant, also two Lunenburg, N. S., and two Newfoundland vessels.

On the day Capt. Cusick started for home, Capt. Solomon Jacobs telegraphed from Fortune Bay inquiring as to the prospects of getting a load there.

Sch. Aloha is loaded at Bay of Islands, N. F., with a full cargo of frozen herring and will sail at the first chance.

Sch. Hattie A. Heckman, on the way home from Bay of Islands, sailed from Lunenburg on Tuesday.

Herring are very scarce in Placentia Bay. Three Americans are at Woody and Barren Islands, one has only 50 bbls. frozen yet. Plenty of herring are seen in deep water but will not come to land.

GOOD CATCH.

Provincetown Trap Took 100 Bbls. Herring Yesterday.

The T. K. Paine trap at Provincetown made a great catch yesterday, when it took 100 barrels herring.

Live Fish Car.

A live fish car has recently been put into service on the Grand Trunk railway of Canada. It is intended for the distribution of fish to the waters along its lines. The car was built by the company shops at Point St. Charles. It is made up of a series of tanks so constructed and arranged as to provide for a proper circulation of air and to enable attendants to keep the water always at an equal temperature. The tanks are made of galvanized iron and hold from 1000 to 1500 fish.

WATER LOAN PREMIUM.

Mayor French Says Last Year's City Counsel Settled Its Disposal.

Mayor French, Water Commissioner Cressy and City Solicitor Burke were in conference Wednesday evening for quite a little while, and it is well known that the premium on the \$780,000 water loan was the subject they discussed. Mayor French told a TIMES representative that they talked the matter over in a general way, but there was nothing new brought out.

"What are you going to do with the money?" asked the reporter.

"We are not going to do anything with it," answered Mayor French.

"Well, where have you decided that it shall go?" persisted the reporter.

"We have nothing to do with it, that was settled by the city council last year. It is in the contingent fund," replied Mayor French.

January 19

THE HERRING SITUATION.

Comparison with Last Season at This Time.

Frozen Receipts Thus Far Behind Last Year.

At this time when the season has so far advanced that the herring situation at Newfoundland has become most serious and when the chances of getting many more fares is very poor indeed, it may be well to compare the situation with that of last season at this time, taking into consideration that last season was the poorest of many years.

Last year up to this time 14 1-2 cargoes had arrived, schs. Golden-Rod, Grayling, J. J. Flaherty, Dreadnaught, Joseph Rowe, Br. sch. Daisy, Maggie and May, Richard Wainwright, Helen F. Whitten, Senator Gardner and Carrie W. Babson, the latter a half cargo, from Bay of Islands, schs. Helen Miller, Gould, Priscilla Smith and Lena and Maud from Placentia Bay and sch. Parthia from Bonne Bay.

At this time last year, few if any frozen herring were on the way. The season was over at Bay of Islands and most of the fleet were at Placentia Bay with one or two at Fortune Bay. Herring were very scarce everywhere. At Placentia Bay only a few were being taken in nets and the prices were sky high, so far up that several owners had telegraphed their vessels to come home without taking any herring. One vessel started on her second trip, got as far as North Sydney, C. B., and then came home because of the poor outlook.

Owners were beginning to figure on part cargoes and count themselves lucky if their craft got a fore or after hold full.

Thus far this season six and a half cargoes have arrived, schs. Golden-Rod, Richard Wainwright, Mary E. Harty, Independence, Talisman Dreadnaught and Valkyrie, all from Bay of Islands, the latter craft having half a cargo of frozen herring.

As far as known five vessels are supposed to be on the way with frozen cargoes, schs. Corsair, Hattie A. Heckman, Grayling and Aloha from Bay of Islands, and sch. Edna Wallace Hopper of Boston from Bourne Bay.

At present there are 25 American vessels at Newfoundland for herring cargoes, seven being at Bay of Islands, where the fishery is about over, three at Placentia Bay, where no herring are reported, and 15 at Fortune Bay, where herring are high and scarce.

At present the situation is very poor and shippers of vessels at Newfoundland are telegraphing to the various bays endeavoring to hear some fairly favorable news of at least a chance to secure a part or full load. Telegrams to owners here the past week have contained nothing but gloomy news, so the outlook all around is most discouraging.

It cannot be said that any more vessels other than those now on the way will secure loads or parts of loads, but it must be remembered that for those vessels now there, with no herring, the salt bank and mackerel fisheries are seemingly so close at hand. Every day is precious, and each 24 hours means a great deal. The situation cannot be much worse. It can only be hoped that a change may soon come for the better.

Big Work.

The sloop Venus of Swampscott, Capt. John Dench, formerly of this city, went out from Boston Tuesday afternoon, torched enough herring off the Gurnet to bait her trawl, had a set and was back in Boston Thursday morning with 14,000 pounds of cod. The crew shared \$37.10 apiece.

January 19, 1901

From Yesterday's Late Edition.

IRISH MACKEREL FISHERY.

Catch of 1901 Very Much Less Than Previous Year.

Fish Kept Off Shore and Could Not Be Caught.

A letter dated December 23, 1901, at Castletown, Berehaven, Ireland, gives the following advices in regard to the mackereling season around that island. The letter is from one of the best known gentlemen identified directly with the catchers of the fish and is therefore thoroughly reliable.

The letter says that the mackerel season on the Irish coast has been the worst for 16 years. In the district where the letter was written, the catch was short two-thirds or even more from last year. The fish never approached the shore, but kept to sea, and when the men tried to seine them, they dove the seine and could not be caught.

Poor fishing is reported between Terrasale and Baltimore and in fact all around the Irish coast.

To give some idea of the light fishing, the gentleman writes that only 4000 barrels were put up at Garnish and Ardgroon. The price opened at 5 shillings per 126 fish in count, and rose rapidly to 10 shillings. Early in October it advanced to 13 shillings and has kept there since.

There were 200 barrels caught last week and this was all they expected to get owing to the rough weather.

January 19, 1902

CATCH INCREASED.

Canada's Fish Receipts of 1901 Show Material Gain.

It is estimated that the fisheries of the three maritime provinces of Canada are worth \$3,000,000 annually. Last year's business was the largest in many years. The fears which have been entertained of the possible depletion of the fish supply have little ground in the experience of the Canadian fisheries. The catch is constantly increasing, and a gratifying feature from the view point of the fishermen is that its value is increasing as well. This is not so pleasing for the consumer, and yet fish is one of the cheapest of our food supplies. The Gloucester fisheries last year had a catch of 146,000,000 pounds to their credit, and the value of that landed at Gloucester alone, independent of that brought to New York and other ports, was \$3,100,000.—New York Marine Journal.